of compromise. W. A. Scott has been appointed Assistant Superintendent of Motive Power and Machinery of the Chicago and Northwestern, with office at Chicago shops. William Smith has been uppointed Master Mechanic of the Winons, St. Peter and Dakota divisions,

with office at Wigona. F. X. Roederer, Cashier of the Indianapclis and St. Logis, has been appointed local agent of the company, vice Wasson, pramofed, and W. S. Moore, Mr. Roederer's as-Mistant, goes no one step, and accepts an official title. Edgar Hill, the newly appointed General Freight Agent of the road, was in the city vesterday, looking after the ramoval of the main office to Cleveland, and the establ shu ent of a local office here. -St. Louis Globe-Democrat.

The Milwaukee and St. Paul, Northwestery, Burlington and Rock Island Roads unite in a notice to passenger and ticket agents that on and after May 1, inst., in the division of one way, through rates from St. Louis, no proportions will be accepted from Chicago to St. Paul and Minneapolis less than \$10,25 first-class and \$8 second-class. It is understood that the above are minimum proportions that will be accepted on a pro rate. On all business originating at points from which the short line to St. Paul and Minneapolia is through Chicago, the regular proportions of \$14 first-class unlimited, \$12.50 first class limited, and \$9 second class will | within the ranks of the Democratic prevail as heretofore.

The officials of the Vandalia Line are at present in New York, where Joint Agent De P-w has been sojourning for several days. While no advices have been received, it is believed that the Vandalia has agreed to remain in the pool until June. If it has not already done so, its letter of withdrawal goes into effect to morrow, and on Monday even the semblance of a local pool will have cessed to exist At present there is very little left of the Est-bound Committee besides the talented manipulators of the electric pan on Third and Pine streets. Rates east-bound by those lines willing to take the business at all were 171/2 cents yesterday, and the freight broker is reaping a harvest. It is not expected that any further cutting will occur, as even now freight agents fight a little shy of shippers, and there is a bleak and dismal future in store for the road that takes the initiative in making another reduction .- Globe- | fer above the empluments of office. He can Democrat.

Littell's Living Age.

The numbers of The Living Age for April 25 and Msy 2 centain "Echoes of the Eighteenth Century," Scottish Review; . "The Black Death in East Anglia," Nineteanth Centuryi "On Style in Literature: its Technical Elements," Contemporary: "Oc. Fattison's Memoirs," 'March in Magna Gracia" and the "Astrology of Stakespeare," Macmillan; 'Sir Henry Taylor's Autobiogra; hy." Lorgman's; "A Soldier of Fortune," Bischwood; "Mr. Gladstone's Thoughts," and "Arab Courage," Spectator; · Inside a Catholic College," Chember's Jourral; 'Some Secrets of the Silk Trade," St James', with installments of "A House Di vided Against Itself," "Mrs. Dymond," and "The Bive Posts of Chester," and postry.

For fifty-two numbers of sixty-four large rages each (or more than 3,300 pages a year) the subscription price (\$8) is low; while for \$10 50 the publishers offer to send any one of the American \$4 monthlies or weeklies with The Living Age for a year, both postpaid. Littell & Co., Boston, are the publishers.

The Supreme Court.

The following cases were decided in the Supreme Court Saturday: 11,609. William G. Wasson vs. First Na-

lare, Judge. 12 067. Board of Commissioners of Benton County vs. Theophilus K. Harmon, Benton C. C. Reversed. Elliott, J.

tional Bank, Marion S. C. Affirmed. Zol

11,958. Jesse Shields vs. Dennis McMahon. Fulton C. C. Affirmed. Howk, J. 12 200. Frederick W. Roberts et al. vs. George Gierss. Tippecance C. C. Affirmed.

12 269. Ben F. Yautes vs. Quincy A. Myers. Cass C. C. Appeal dismissed by ap-

pellant. 12,014. Benjamin Binford vs. Marcellus M. Adams. Hancock C. C. Application for a writ of certiorari granted.

> The Railway Mail Service. [Communicated.]

8:R-The attention of the writer has been called to a communication in the Indianapelis Journal of April 29. While congratulating the writer upon her able narration of the duties of Railway Postal Clarks as admirably photographed from the experience of her worthy husband, exception is, nevertheless, taken to the closing paragraph, which I quote: "Postmaster General Vilas, when he issued the manifesto that assured there officials of the permanency of their positions, did the country a service it little appreciates. To have removed these men who have grown up with the service, perfected the system, and are specially fitted for the work, would have proven a great public calamity."

They would create the impression that the railway mail service is efficient, well managed, thoroughly organized and under good discipline. The contrary is true. Under the sopervision of a Superintendent of mediocrity, lacking in force of character and executive ability, controlled by his immediate assistant, seemingly disposed to accept with the office the batreds and malice of his predecessor | are going up on the borders of Afghanistan, | I had to go through, until seainst his powerless and unfortunate subor- | ambulances are manufactured by the thoumentes, in his hands emclendy and diciding have rapidly deteriorated With a chief clerk in control at this point, without the conficence or respect of many subordinates, promoted upon a record obtained through ourstionable service, by bad conduct over-looked and excused by his predecessor, remating the example of favoritism in his own case by like advancement of equally undeserving associates, and covering up their fan'ts and misdemeaners, which can be il Instrated by an occurrence. A postal clerk, noterious for his dissipation, was recently errested and locked up in the Station-house in this city for drunkenness, and was relessed upon the payment of \$12 fine, paid for him by an associate clerk, for which cause he missed his run. An explanatory statement was written by the culprit to the Superintendent, wherein the delinquent acks for leniency and retention because, smong other pless, he was a good Repubbean. Many other instances equally fis- cases of peace on principle have begged the Dear Editor:- I have tried your Hop Bitgrant are within the personal knowledge of | English Government to desist, but they are ters, and find they are good for any comthe writer, even to the protection of election | laughed at as cranky visionaries even by the repeaters in this service. The time has undoubtedly come when the complete control of the railway mail service should | tianity and not retaliate for a blow. pass into Democratic hands, that the same

"these men, who have grown up with the service, perfected the system and are specially fitted for the work," whose retention will have proved a great public calamity.

Indianapolis, May 2,

FRANK E. OBEELMAN And That Much-Talaed-of Lafayette Inter-

view.

|Shelbyville Democrat. | The Creelman interview continues to be the subject of discussion by both Democrats and the Democratic press of the State. Mr. Creelman, as an applicant for the Indianapolis Postorlice, was very strongly indorsed, as he brought to his aid many of the active workers in the party, and he certainly has cause to feel complimented on account of the inficential elements that supported him, The Lafayette interview was distorted, and words were pisced into the mouth of Mr. Creelman which he never uttered. Mr. Creelmun doubtless felt chagtined over the part Mr. Hendricks took in the matter of the Indiar apolis Postoflice, as he was honest in the belief that long estab ished usage gave to Mr. Bynnm the undisputed right to control the appointment. Entertaining these views, it was quite natural for Mr. Creelman to claim for himself the right to criticise the action of the Vice President, which we believe he has done. Every one should concede the right of fair, honest and judicious criticism in matters of this kind, but the Lafayette interview placed Mr. Creelman in the attitude of having transcended the bounds of legitimate warfare. The cat Micetto, which was presented to We feel confident that Mr. Creelman had no | Chateaubrishd by Pope Leo XII., has been idea that he was being interviewed for the purpose of publication at the time the scribe was in his presence and plying his vocation, and that the interviewer was actuated by malice and by a desire to cause discord Mr. Creelman, when he saw that he had been misrepresented in the Courier, was quick to set himself right through the press of Indianapolts, and his party friends should be more willing to accept his corrections than to embrace the misrepresentations of a reckless interviewer. The interview was the work of Mr. Craelman slone and was in no manner inspired by Mc-Donald or Bynum, whose names figured largely in it. Mr. Creelman has been considerably annoyed to see that malignant partisans, for evil purposes alone, have attempted to involve McDonald and Bynum in a controversy and in the entertainment of sentiments for which he alone is responsible. Mr. Creelman, however, can stand without harm the assaults of his wicked and designing Republican enemies. He is an active, courageous Democrat, and will be found in the future doing service for his party. He is a gentleman, a shrewd politician and a Democrat who loves his party well afford to wait and bide his time. Isaiah's Prophecy still Unfultilled.

[New York Sun.] A clergyman of this city, preaching about far off when, as Issiah prophesied, the nations would beat their swords into plowshares and learn war no more.

Christian France has only just come to prece with heathen China after the useless slaughter of thousands of human beings. Christian England is still fighting the Mohammedans of the Soudan. In Central America hostilities which may more and more involve-this country are now going on. In Canada the Riel rebellion of Christianized Indians against those who had converted them is to-day in progress, and the war may be long and bloody. France makes threatening demonstrations against Egypt. Ireland is pervaded by a spirit of bitter animosity against England, which would delight to express itself in a bloody conflict. All-Europe is armed to the teeth, and the military preparations of the powers are on a scale of magnitude never before equalled. Finally England and Russis, two great Christian nations, make ready for a probable war, induced by the greed of conquest of the one and the determination of the other to hold fast conquests made long ago.

The prophecy of Isaiah, therefore, is not likely to be fulfilled in the nineteenth century, and war has been and still is about as much the business of Christians as it was of the pagans before the day when Christ presched the brotherhood of man and celebrated the virtues of meekness and humility. A few years ago people were flattering themselves that so stapid a method of settling differences between nations was about to give place to peaceful arbitration, and that the time was near at hand when two countries would no more think of resorting to arms against each other than two great merchants would propose to engage in a slugging match to settle a dispute about accounts. Yet since that time the European armaments have been extended to an unprecedented degree, and wars have been in continual progress. Krupp's gun foundry has become the greatest industrial establishment in Germany, and the most active inventive and scientific minds the civilized world over are devoting themselves to the perfection of the engines of warfare, so that they shall be more destructive. To-day the busiest industries in this country are the manufactories of munitions of war, and they are turning out cart-

ridges by the hundred million to be used in killing human beings. Russia is ready to fall on English commerce in case of war, hoping to drive thousands of peaceful ships from the seas. She is planting torpedoes in her harbors to blow up the great vessels of her enemy and destroy the lives of their crews, and in the dock yards and gun shops of the empire the bours of labor upon the engines of war are lengthened by the use of the electric light which Christian civilization has introduced. Night and day the workers are ceaselessly at their toil completing all sorts of infernal machines. Like preparations for wholesale slaughter are going on in England, where the Government has thousands of men at work to get ready ships and u unitions of war, and is giving orders for the building of great numbers of other vessels, more guns, more torrecces and more shot and shell. Hospitals for multitudes of wounded men

sand, not is ecraped, and surgeons are thereening their knives. All these horrible preparations for coming slaughter are going on in the sight of the made by nations which daily send up their | stop the pain. Toeir prayers to the Lord of peace and righteousness. They are made not only in contravention of the teachings of Christ, but even in contemptuous disregard of them; and yet Christendom is not shocked, is not sarprised, any more than we are suprised to see two buildegs snap at each other in the street. Christendom rather stands by wondering that the fight has not already begun, and ready to visit with its derision either power which refrains from war because it would avoid bloodshed. We bear, at least, of no general assembling of the Christians of Europe and America to protest sgainst the swint struggia as a crime against the religion of Christ. A few advoclergy, who declare that it is craven for an | Englishman to obey the precepts of Chris-

may be improved and the present demoral- why is it commonplace? Is it not because isation checked instead of remaining with | such a thing as genuine Christianity has al- | in their name.

most no existence in the world? People do not expect to see the teachings of the Sarmen on the Mount obeyed, but treat them as impracticable, as beautiful poetry merely. In their individual dealings they do not pretend to be governed by them, and collectively they disregard them as a matter of Course.

Great Men's Love for Cats.

[London Spectator.] Among French ministers, Cardinal Richelien and Coibert always had kittens playing about their cabinets; Richelieu sent the kittens away when they were more than three months old and had crased to be amusing. Louis XIII. distinguished himself as a boy by begging for the lives of the cats, whom it was a custom-brutal enough-to throw into the bonfires on St. John's day. More inter esting is the tenderness toward cats of distinguished soldiers like General Houdaille. As a Colonel be was anddenly ordered to lead his regiment across France, from Tonlonse to Metz. He was obliged to leave his cats behind, and he used his first lessure to retrace his steps to Toulouse for the purpose of fetching them back.

Chateaubriand's love of cats is well known; far him they were not an amusement, but a study. They were the companions of the many vicissitudes of his life; as an exile, as an ambassader, as the arbiter for a while of French literature, he was devoted to cats. For Chatsaubriand, Buffon was to natural history, or at least to this department of it, what the encyclopadists were to theology. and the Jacobins to politics-a misleader. immertalized by his second owner. Chateaubriand's memoirs abound in references to the animal, where independent besting - "the difference with which it passes from the salon to the housetop"-reflected a quality which Chateaubriand could appreciate. In the painting by the Republicen Prudhon, representing the Constitution, a cat sits at the feet of Liberty. Saint Benve's was allowed to walk over his table, amid an accumulation of notes and papers. which no servant would have ventured to disturb. Presper Merimes's enthusiasm for cats wes grounded on their "well bred" manners, and in the ante room of the great restorer of French cathedrals, who combined advanced Republican and Voltafrian opinions with his love of mediceval architecture -M. Vioilet le Duc-there was a mosaic of cats, which could hardly have been, professionally speaking, useful to him.

> Lincoln and Stanton. "Gath" in the Cincinnati Enquirer.

A few days since I asked General Whiton, once connected with the War Office under Secretary Stanton, the question: "Is it not true that Stanton refused to carry out a good many of Mr. Lincoln's orders?

"Ob, yes. Some influential friends of mine in New York State desired to send a fancy ball and one or two cows to Damerara. South America. An order had been issued that no cattle should leave the country as we Christianity and war last Sunday, was forced | wanted them all for the substance of the to come to the conclusion that the day is | army. It was rather a bore to me to proffer such a request, but I took it over to Mc. Lincoln. 'Colonel Whiton,' said Mr. Lincoln, 'I don't see how this can be done. If I give the order Stanton won't let the animals Fo. The Spanish Minister desired to send a pair of horses to the Captain General of Cubs a few days ago and I gave the order, and Stanton refused to fer them go.' 'Never mind, said I, 'Mr. President, it will be a matter of disappointment, perhaps, to my friend, but that's all,' "

"'Well,' said Lincoln, 'I don't like to diseppoint a friend of yours. I'll write the order, but you will have to be the person to have Stanton to accede to it.' So he wrote the order and made it dependent upon the Secretary of War giving his conset. I went over to the War Department and asked Hardy, a West Point officer next to Stanton, what he thought about proffering it. 'Whiton,' said he, 'don't you go in there and make that request. He will give you a blast, I am afraid. I wouldn't like to do it. So I never did put the paper before Stanton. but I sent Lincoln's note to my friend in New York, and he wrote to me that he would rather have the autograph of Lincoln on his note than have his cattle sent to

> Mr. Evarts Wont Do. | Boston Herald. |

A Western paper expresses the opinion concerning Mr. Everts that "a man with ordinary sense who will begin where Mr. Blaine left off, or, rather, was ingloriously left, can have no expectation of a Presidential nomination." He may have the expectation, but its basis is as unsubstantial as a log-bank.

Different Kinds of Democrats It Seems.

[Nashville Banner.] A Democrat who thinks for himself is a Democrat to be admired. He is a good Democrat. although he may not be a damphool Democrat.

The Garnet Sails for Gotham, FORTRESS MONROE, Va., May 1.—The British steamer Garnet sailed this morning at 3 o'clock. It is supposed that she sailed for New York.

Downright Cruelty To permit yourself and family to

With sickness when it can be prevented and cured so easily With Hop Bitters!!!

Having experienced a great deal of "Trouble!" from indigestion, so much so that I came near losing my

My trouble always came after eating any

However light And digestible. For two or three hours at a time I had to

go through the most Excruciating paine,

"And the only way I ever got" 'Reliet! Wes by throwing up all my stemach contained. No one can conceive the pains that

"At last!" I was taken! 'So that for three weeks I lay in bed and

Could est nothing! My sufferings were so that I called two civilized and Christain world, and they are | doctors to give me something that would

Efforts were no good to me. At last I heard a good deal "About your Hop Bitters!

And determined to try them." Got a bottle-in four hours I took the contents of

Next day I was out of bed, and have not seen a "Sick!"

Hour from the same cause cince. I have recommended it to hundreds of others. You have no such "Advocate as I am."-George Kendall,

Allston, Boston, Mss. Columbus Advocate, Texas, April 21, '83, plaint. The best medicine I ever used in my H. TALENER. family.

tianity and not retailate for a blow.

All this may seem very commonplace, but green hops on the white label. Shun all the vile, poisonous stuff with "Hop" or "Hope"

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ARE USED.

Valdia, Lemon, Orunge, etc., finver Cakes arally as the fruit from which they are made FOR STRENGTH AND TRUE FRUIT KLAYOR THEF STAND ALONE.

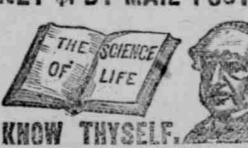
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The Science of Life should be read by the young

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Address the Peabody Medical Institute, or Dr. W. H. Parker, No. 4 Builinch street, Boston, Mass. who may be consulted on all diseases requiring skill and experience. Chronic and obstinate diseases that have baffled the skill of other physicians a specialty. Such treated successfully with out an instance of failure Mention this paper. HEAL THYSELF.



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Ohio and Mississippi.

8t. Louis 8:10 am Vincennes 1:00 pm East St. Louis 8:35 am Mitchell 2:47 pm Odin 10:31 am North Vernon 4:13 pm Flore 11:80 pm Cincinnst 7:00 pc

RAILWAY TIME TABLE. Went into effect Wednesday, April 12, 1885. TRAINS RUN BY CENTRAL STANDARD TIME.

effersonville, Madison and Indianapolis Bouthern Ex.d'y 4:10 am Ind. & M. Mail... 9:45 are L. & M. Ex., d'y. 8:15 am Ind. & M. Mail... 9:45 am Lou. & M. Ex., d'y. 8:15 am Ind. & Chi. Ex., 10:45 am Lou. & M. Mail... 3:50 pm N.Y.& N.Fl. Ex., 7:00 pm Louisv. Ac., d'y. 6:45 pm St. L. & C. F. L., 10:45 pm For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office. Vandalia Line,

Terre Haute Ac., 4:00 pm New York Ex 4:15 pm Pacific Ex., d'y_10:45 pm N Y. Limited 5:25 pm Ind & S. Bend ex 7:10 am S. Bend & Ind ex. 10:55 am Ind. & S. Bend ex 5:10 pm S. Bend & Ind ex. 6:42 pm For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office. Cnati, Indianapons, Lou . Uandas

daily, s. and c. c Cin., Rushville and Col. Access 5:45 pm Cin. and Louisville Mail, p. C..... 5:45 pm .10:55 am ...11:50 arm 4:55 pm .10:45 pm daily, s. and c. c CHICAGO DIVISION, Depart-Chicago and Rock Island Ex 7:10 am Chicago Mail, p. c12:10 pm Western Express. . 5:10 pm Chicago, Peoria and Burlington Fast Line, s. r. c11:20 pun Arrive -C. and L. Fast Line, d'y, c. c., s... 3:35 am

Cincinnati Acc..... The time via C., I. St. L. and C. and L. E. and W. Leave Inda'polis 5:00 pm | Ar. India'polis 10:40 arm Arrive Lafayette 7:25 pm Lv. Lafayette... 8:05 ata Arrive Bloom'tn 12:10 am Lv. Bloom'tn 2:55 am For map, time tables, rates of fare, and all in-formation apply at Ticket Office, 186 South Ill-incis street, and Union Depot Ticket Office,

(PAN-HANDLE AND PENNSYLVANIA LINE.) Depart.

Washington, Baltimore, Pirtsburg, and Columbus Express... * 4:30 a.m. ** 11:45 a.m. Dayton & Columbus Ex ** 11:10 a.m. ** 4:85 p.m. Richmond Accommo-New York, Philadelp's. 4:00 p.m. 00H 9:40 s.m. Washington, Balti-

lumbus & Dayton Ex * H 4:35 p.m. ** 10:16 p.m. Y. Limited,...... ** 5.25 p.m. ** 8:00 s.m. CHICAGO DIVISION, VIA KOKOWO. Louisville and Chicago . 11:00 p.m. 4:00 a.m.

For tickets and full information call at ticket office Penn, Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office. Wabash, St, Louis and Pacitic Mailway. Det. & Chi, Mail, 7:15am Det. Ex., 8,...... 8:00am Tol, Ft. W.&M. Ex 2:15pm Pacific Ex11:80ara

Indianapolis and Vincennes. Ml. & Cairo Ex... 8:15am Vincennes Ac....10:40am Vincennes Ac. ... 4:00pm Ml. & Cairo Ex., 6:30pm For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Cincinnati, Hamilton and Indianapolis. Cin., Day & Tol... 4:00am Connersy, Acc. ... 8 30am C., D., T. & N. Y ... 10:45am Cin., P. & St. L. ... 11:50am Connersy, Acc., 4:25pm Cin. Acc., 5:00pm C., D., T. & N.Y., 6:35pm Cin., P. & St. L., 10:40pm

Indiana, Bloomington and Western. Depart, PRORIA DIVISION, Arrive,

EASTERN DIVISION E'n Ex.r.c, 8 'ld... 4:20am Pselfickx.r.c, dly 6:55am For tickets and full information call at the New Ticket Office, No. 138 South Illinois street or at the Union Depot Ticket Office. 8, indicates sleep.

(Chicage Short Line Division.) Depart. Frankfort Acc. ... 5:00pm Indianap'lis M'l.. 3:15am Chicago Ng't E.s.11:20pm Ind. Ng't Ex. d.s. 8:85am C. & M. City M 1.12:45pm Indianapolis Ac.16:00am For tickets and information, call at Union De-

Day Express rs... 7:10 am N. Y. & B. Ex. ... 5:45 am Paris Express 3:50 pm Local Pass 9:50 and B. & St. L. Ex ... 6:25 pm Ind'apolis Ex 3:00 pm N. Y. & St. L. Ex11:30 pm Day Express..... 6:25 pm For tickets and all information call at city office! No. 2 Bates House Block, Union Depot and Masses chusetts Avenue Depot.

Cleveland, Columbus, Cincinnati and in. dianapolis. Depart. N. Y. & Bo. Ex... 4:00 am L. N O & St L Ex 6:40 am D. S. & N. Y. Ex. 10:10 am W. Ft. W. & M Ex. 10:45 am And. & Mich Ex. 11:15 am B. Har. & A. Ex. 2:20 pm W.Ft.W. & M.Ex 5:55 pm B. Ind. & 80 Ex, 6:00 pm N, Y, & B. Ex.... 7:15 pm N, Y. & S. L. Ex 11:15 pm

4:00 am..... 2:30 pm 6:40am.... For all information, rates, maps, time tables, etc., call at the Union Ticket Office, Bates House corner, Massachusetts Ayenue Depot or at the

STATE BAILWAY TIME TABLE.

Evansville and Terre Haute Eailroad. Lve-Indianapolis. 17:15 am "Pil:55 am "810:45 pm Terre Haute. 16:40 am 8:00 pm 3:20 am Arr-Evansville.... 4:00 pm 7:05 pm 7:10 am Arr—Evansville.... 4:00 pm 7:05 pm 7:10 am

Lve—Evansville.... 4:00 pm 7:05 pm 7:10 am

Lve—Evansville.... 4:00 pm 7:05 pm 7:10 am

Arr—Terre Haute.. 10:00 am 2:17 pm 11:59 pm

Indianapolis.. 3:30 pm 4:40 pm 3:50 am . Daily, † Daily except Sunday. P Parlor car.

Evansville and Terre mante Railroad. [Vis I. and St. L. Railway.] Terre Haute.. 10:40 am P 8:00 pm 8 8:20 am

Eel River. LEAVE-BAST. Logansport..... 7:80 pm 7:00 am 7:10 pm 1:00 pm C. Crossing. 9:00 pm 7:53 am 6:25 pm 11:83 am Columbia City 11:81 pm 9:45 am 4:48 pm 9:12 am Auburn June.. 1:12 pm 10:50 pm 3:25 pm 7:25 am ARRIVE. Butler 2:00 am 11:30 am 2:45 pm 6:30 am Logansport, Crawfordsville and Bouth.

western-Vandalla Line. SOUTH. a. m. p. m. 7:00 8:00 dep.....Logansport.....ar 11:30 9:20 8:55 4:55 dep.Colf x via I, C,& L.ar 8:40 6:56 9:52 5:45 ar....Indianapolis....dep 7:00 5:20 9:52 5:45 ar....Crawfordsville...dep 8:44 3:19 2:05 8:00 ar....Terre Haute.....lep 6:40 4:08

Fort Wayne, Cincinnatt and Louisville. (Leave Indianapolis via Eec Line.)

11:15| 6:00 pm | Ar. Ind'napelis Lv. 4:00 | 10:10 am 9:23 3:67 pm "... Muncle..." 6:00 1:15 pm 7:41 12:58 pm "...Hartford...." 6:37 2:00 pm 6:50 12:03 pm "...Bluffton..." 7:30 2:58 pm 5:50 11:00 am Lv. Fort Wayne Ar 8:30 4:06 pm Direct connection at Fort Wayne with L. S. and M. S. trains for all points north and east,

Ind & Gr R Ex... 4:15 am Wab & Ind Ex.... 11:05 am Mich & So B Ex. 11:00 am Cin & Ind Ex.... 2:80 pm Wabash Ex..... 6:10 pm Ind & St L Ex.... 11:10 pm Wabash Rallway.

cago, part-Cincinnati and Florida Fast Line,

Chicago, St. Louis and Pittsburg. New York, Philadelp's, !

more, Pittsourg. Co-

*Daily. **Daily except Sunday. s Siceping car.

Det. Ex., d'ys.... 7:15pm Det. & Chi. M'l... 8:56pm Tol.FtW&Detdy 11:00pm Tol.FtW&Detdy, 8:59am Fortickets and full information call at City Ticket Office, 29 So. Ill. st. or Union Depot Ticket

Pacific Ex & Mail 7:25am E.&S, Kz.r.r. a dy 3:50am K. &T.F. Liner-c 5:07pm Cincin, Spec. r.c.11:05am B&R.I.Ex. d,s,r,c11:10pm Atlantic Ex&M ... 6:30pm

er; r. c., reclining cars. Indianapolis, Decatur and Springfield. Mail & Day Ex.... 7:00am Mail & Day Ex....12:00 re Local & Day Ex., 5:30pm Local & Day Ex., 6:150m Louisville, New Albany and Chicago.

pot and 26 South Illinois street. Indianapolis and St. Louis.

BEIGHTWOOD DIVISION. 6:15 am...... 3:30 pm 10:45am... 10:10 am...... 5:55 pm 2:20pm... 11:15 am...

Union Depot.

Lve-Indianapolis. | 17:10 am Arr—Evansville.... 4:00 pm 7:05 pm 7:10 am Lve—Evansville.... 5:05 am °r10:30 am °s 8:15 pm Arr—Terre Haute.. 10:00 am P 2:17 pm 8 11:59 pm Indianapolis.. 3:15 pm 6:25 pm 8:45 am *Daily. † Daily except Sunday. PParlor car

SOUTHWARD.

Cincinnati, Wabash and Michigan, via Bee

Express, esst, 2:40 am | 8:05 am | 6:00 pm